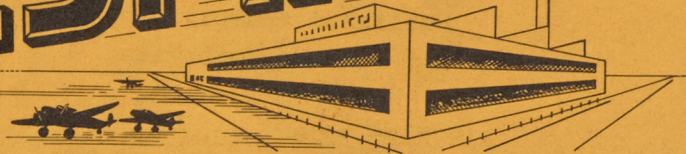


The PLANESMAN



'WE'RE ALL BEHIND THE BOYS BEHIND THE BOMBS'

SCHOOL DAYS!

"YES"
Right here at
Aircraft
Repair



... a trade school
of the modern type

Aptitudes of the "pupils" available are determined, where necessary they are trained to better fill vacancies.

Induction section acquaints all persons with Company procedure ... training branch at present concentrates on Junior Trainees.

Special upgrading classes for employees who wish to improve their positions are in the offing.

SHOWN at left is the staff ... M. J. HILTON, supervisor, a highly regarded technical educationalist, interviewing, ... above, Tom BAKER, "watches" a test ... below, Ed. JABOBS, shows a class the Harvard ... inserted left is E. D. 'Ted' DARCH, instructor, and right, Miss E. 'Wanda' WILSON, secretary.



The PLANESMAN



'WE'RE ALL BEHIND THE BOYS BEHIND THE BOMBS'

Published Monthly
BY and FOR the Employees
of
AIRCRAFT REPAIR LIMITED
Box 517 Edmonton, Alta.

Cartoons by

S. Lowan *Steve Phillips*

Photos by

Edith Jones *Joan A. West*

Typed by

Marian Mackay
Mabel Ash

Edited by

Mary Kane

Bob 'Are YOU happy at YOUR work' Tonance

VOL.2 NO. 4

OCTOBER 1943

YOU CAN....

have "THE PLANESMAN" sent to any
address by leaving particulars
at the Special Services office

NEXT ISSUE....

all material should be in to the
Special Services office by Wed.
October 13 ...please.

The Special Services office, by the
way, is in the northwest section of
the Cafeteria, entrance via outside walk.

Have you ever had a shortage
of parts in your shop?

How about an idea to prevent
that from happening again!



Attractive badges, as pictured here, have been
designed to identify those persons who are
engaged in Canada's wartime Aircraft Industry.
These are available only to employees who
have been engaged in the industry for at least
three months. It gives recognition to the
importance of the work you are doing.



W. LEIGH BRINTNELL PRESIDENT
Formerly President
Mackenzie Air Service Ltd.

J. A. MACDOUGALL SEC.-TREAS.
Formerly Sec.-Treas.
Mackenzie Air Service Ltd.

J. F. DALY COMPTROLLER
Formerly Accountant
Mackenzie Air Service Ltd.

J. J. BOWEN PLANT SUPERINTENDENT
Formerly I/C Maintenance
Mackenzie Air Service Ltd.

GEORGE TAYLOR ASST. PLANT SUPERINTENDENT
Formerly Air Engineer
Mackenzie Air Service Ltd.

A. M. MCMULLEN TEST PILOT
Formerly Pilot
Mackenzie Air Service Ltd.

PAGE MCPHEE TEST PILOT
Formerly Pilot
Mackenzie Air Service Ltd.

R. N. GIBB ASST. COMPTROLLER
Formerly Asst. Accountant
Mackenzie Air Service Ltd.

J. MOAR PLANNING & PRODUCTION ENGINEER
Formerly Pilot
Mackenzie Air Service Ltd.

W. H. (BILL) DEWAR FOREMAN
Formerly Air Engineer
Mackenzie Air Service Ltd.

B. E. (BARNEY) JONES FOREMAN NO. 4 SERVICE
Formerly Air Engineer
Mackenzie Air Service Ltd.

P. C. (PERCY) ELLIOTT JOURNEYMAN
Formerly Air Engineer
Mackenzie Air Service Ltd.

M. C. (CLARE) WATT JOURNEYMAN
Formerly Air Engineer
Mackenzie Air Service Ltd.

FORMER EMPLOYEES OF MACKENZIE AIR SERVICE
LTD. NOW IN THE ARMED FORCES

W/C. STANLEY R. McMILLAN DARTMOUTH, N.S.
S/L. ARCHIE VAN HEE DARTMOUTH, N.S.
W/C DON FERRIS ENGLAND
S/L. I. INNES-TAYLOR VICTORIA, B.C.



THEY'RE OFF TO School Again

by M.J. HILTON, Supervisor, THE TRADE SCHOOL

ALL over the world industry is facing the serious problem of providing skilled workers for an expanding production from a diminishing supply of skilled labor.

THIS is a state of affairs to be expected in a world where millions of skilled workers, both men and women, have been withdrawn from their usual work to fight again the great battle for freedom and progress.

THE management of industrial plants are set the task of making skilled workers out of men, women, young boys and girls, who anxious and willing to work though they be, are, in the completest sense inexperienced. They know little of industrial life and industrial processes. They have no experience of what factory work means. They have no mechanical skills, although they often possess mechanical aptitudes, and because they have these aptitudes they are capable of being trained to certain skills. The task today is to discover these aptitudes with reasonable certainty, and to develop the skills as quickly as possible.

IN other words the problem of supplying skilled labor is not any longer the task of adjusting old skills to new jobs, but rather to develop skill from aptitudes lying dormant in a body of an industrially untutored labor supply.

FOR the past two years, our President has been faced with this task. He and his management committee realizing the difficulty of quickly creating skilled workers from untutored raw material, decided to tackle the problem in a modern scientific manner.

THE writer, therefore, was engaged and given instructions to put into operation a plant school of the modern type, in which the aptitudes of the people available would be determined and where necessary, trained so that they could be placed in positions they would have a reasonable chance of filling with success.

AFTER visiting all parts of the plant and discussing the situation with the Plant Superintendent, Heads of Departments, Supervisor and Foremen, a plan was suggested which was adopted by the President and the Management Committee. The plan is briefly outlined below.

THE work of the school is divided into two major divisions.

- (1) The Induction School.
- (2) The Training School.

THE INDUCTION SCHOOL

ALL persons entering the Company's employ are placed in this division for a few days. A person cannot get through in less than two days, but may be required to stay longer. While in the Induction School, tests are administered on two successive days and instruction on the Plant Rules and Regulations, Health and Safety. Each department of the plant is visited and its work explained. At the end of the second day the employee is placed in the selected department for try-out. On the second day of the try-out, the foreman reports on the person. If the report is favorable the candidate is transferred to that department as a permanent employee. Should the report be unfavorable, the case is discussed with the foreman and if still unfavorable the candidate is given a try-out in some other department, or is advised to take training in the training school.

THE TRAINING SCHOOL

At present this branch of the school will concentrate on the training of Junior Trainees. They are required to attend a Preliminary Training Course of 12 weeks duration for 8 hours a day, 6 days per week. A total of 576 hours.

•Please turn to Page Ten





Department 57 hails you with some news and views of the people busily engaged in this - the lines tanks and radiator department.

The feminine touch, it seems, has been very obvious of late. Jean WARENKO, a new-comer, came to Canada from Russia five years ago. She lived not far from Bucharest and attended Rumanian and Ukranian schools. Jean would like to return to Russia but right now she has her job at Aircraft Repair. Like other girls she has a desire to do her bit to help in this war. This she does by cleaning and identifying the lines that go on the Aircraft, and seems to like it well.

Arlene ERICKSON, a girl from Toronto, is trying her hand at something a little different that her previous work of Inspector in a munitions plant. She has operated a profile machine, a drill press and a milling machine and now applies her skill to flaring the lines. Incidentally, she's doing O.K.!

Gay BEHM, who doesn't measure so high herself, but can certainly measure copper in a hurry, does a neat job of cutting lines for the "Flare Girls". Gay is really interested in dancing as a means of recreation especially waltzes.

Irma SPENCE and Marie SANDMAIES clean as well as identify the hundreds of copper and aluminum lines that come into our department. Irma (jitterbug superb) tussles with them until day by day the bins are well filled and ready for use. Baseball, dancing and sailors seem to be the main reason "Red", as the boys call her, is so happy at her work. Marie, baseball and bowling inclined, is steadily diminishing her work as quickly as she receives it. Her job, though not exciting, is done efficiently and I hear she reserves her excitement for the Air Force at present -- but definitely!

Cliff LYNN - oil tank expert has a protege in Mr. Stu PHILLIPS. Reports have it that Stu is really "on the beam". Tanks are no problem to him for interior cleanliness because that boy as good as climbs inside and if they're dirty he remedies that in short order. Drums, caricatures and music (but Hep!!) are Stu's favorite affections.

Hugh McPHERSON, the fightin' Irishman, is really on the job what with his gas and oil lines and keeps them as clean as a whistle - yes I mean whistle and they all do when there is anything to whistle at but then they've got nothing on the Welding Department.

Department 57 has a theme song you've probably heard down in #4 Hangar - it's called the "Volga Boat Song" and Johnnie McINTYRE is the leading baritone with "Trapper" Jack coming in on the odd Wolf Call.

"Trapper" Jack DURLING and "Pretty Boy" Stan GIBBONS are betting 2-1 that they're going to win in their horse-shoe game. Stan can really weild a "mean ringer" but "Trapper", not to be outdone, holds his own in this lunch hour recreation.

Our Jim McNAUGHTON, meanwhile, is rearranging his department to suit everyone and to make more room. He says - quote, "If many more women move in the men will have to move out", - unquote - and that would be bad.



OUR NEW GROUP INSURANCE PLAN

A MODERN DAVID

TELEPHONE 27141 REFER FILE NO.

AIRCRAFT REPAIR LIMITED
P.O. BOX 517
EDMONTON, ALBERTA

TO OUR EMPLOYEES:

We are pleased to announce that arrangements have been concluded whereby all of our employees may enjoy the benefits of Group Insurance.

Each employee will be entitled to Group Life Insurance, Sickness and Accident Insurance, and Hospitalization Insurance, under one complete plan as described in this booklet.

We believe that all of our employees realize the value of protecting themselves and their families with adequate insurance, and it is with this in mind that we have arranged for the adoption of this plan. The benefits are provided at a much lower cost and under much more liberal conditions than you could obtain them individually. In addition, our Company pays a very substantial part of the premium, which is chargeable against any possible profits accruing to the Company. In this way each employee is sharing in the profits.

The Insurance Company requires that at least 75% of our employees make application before this insurance can go into effect. This plan has been adopted after careful study and discussion. It has our complete endorsement, and we sincerely hope that all of you will avail yourselves of this opportunity to obtain valuable insurance protection under the most favorable conditions.

W. L. Brintnell
W. L. BRINTNELL, President

TO ALL EMPLOYEES OF AIRCRAFT REPAIR

Meetings have been held by the Shop Stewards Committee of Northgate Lodge to discuss the plan for Group Insurance which has been presented to Employees of the Plant.

The Stewards Committee have studied this plan and discussed it from all angles, and are of the opinion that this is worthy of the support of all Employees. We feel that the costs of this protection are comparable to any offered by other Insurance Companies. The advantages to be gained by those of us who are not insurable under ordinary circumstances are very apparent. The privilege of continuing the policy as an individual, in the event of leaving Aircraft Repair, is also a very good point.

Therefore the Stewards Committee of Northgate Lodge unanimously endorse the Group Insurance Plan for Employees of Aircraft Repair as it has been presented to us.

R. W. Preus
President Northgate Lodge #1579

DURING the last two weeks over 1500 employees signed up for our new Group Insurance. The plan was announced in a booklet distributed throughout the Plant on September 10th. This booklet carried a letter of introduction and endorsement signed by Mr. W. L. BRINTNELL. The Northgate Lodge #1579 also endorsed the plan in a special letter issued by Mr. R. W. Preus, Union President.

THE new plan gives employees of Aircraft Repair Insurance comparable to that enjoyed in the other Canadian aircraft companies, where it has operated successfully as long as ten or twelve years in some cases. It is a plan which is certainly worthy of the support that the majority of Aircraft Repair employees have given it. Those who have signed up may look forward to financial assistance when it is most needed.

BRIEFLY the new group insurance gives:

- \$1000. in case of death of an employee.
 - \$ 14. a week in case of sickness or accident
 - \$ 4. a day if you are in the hospital.
 - \$ 20. for extra hospital expenses
 - \$ 150. for surgical operations.
- (Amounts and costs are less for employees whose rates are .60¢ an hour or less)

IF YOU WERE ABSENT:

Many employees were absent from the Plant during the canvass for insurance. If you are among these, please see your Department time-keeper immediately to fillout a card. There is no medical examination, no age limit, no restriction, provided, you apply before October 1st, 1943.

DO NOT DELAY!!

AFTER October 1st, new employees must wait six months to join the Plan. Old employees who join after October 1st will have to provide evidence of health at their own expense.

The Ford is my auto, I shall not want (another);
It maketh me to lie down beneath it;
It soreth my soul.
It leadeth me into the paths of ridicule
For its name's sake.
Yes, though I ride through the valleys,
I am towed up the hills.
I fear much evil; my rod and my engines
discomfort me;
I anoint my tires with patches;
My radiator runneth over;
I repair my blowouts in the presence of
mine enemies.
Surely, if this thing follows me all the
days of my life
I shall dwell in the bug-house forever.

By 3205 (Woodwork)

GET READY TO BUY THE NEW VICTORY LOAN

IF YOU DID NOT SIGN WHEN CANVASSED:

If you were here when employees were canvassed but did not sign a card, please do so before the end of the month. After October 1st, 1943, you may be obliged to have a medical examination in order to join. So Act promptly!! Your Department Timekeeper will have an application card for you.

BOOKLETS describing the insurance are available at the Pay Office.

LET'S PUT THIS OVER 100%!!



Shown above are M.H. ANDREWS, Special Representative, and June SWERDFERGER, Woodworker. He explains...she signs. It all has to do with our Group Insurance Plan. Such scenes have been common during the past two weeks.

Our Departments



STORES

FAIR red-headed Marion BARCELO embarked on a train journey to Vancouver--taking a well earned vacation. It was learned here recently

that she may not be back---let's hope this was only a rumor--.

AS the day darkens so faded the Stores Fast-ball entry. Having reached the semi-finals without loss the 'Hoodoos' put the jinks on our locals and in two games were defeated by close scores.

NEXT sport in line is bowling with Inter-Departments supplying the competition. Stores is putting out three teams by names KITTYHAWK, AIR COBRAS, and P-40's with BUD MURPHY, MORRIS MURRAY and JEAN HIGGET, Captains of the respective teams. Strong play is expected from this quarter.

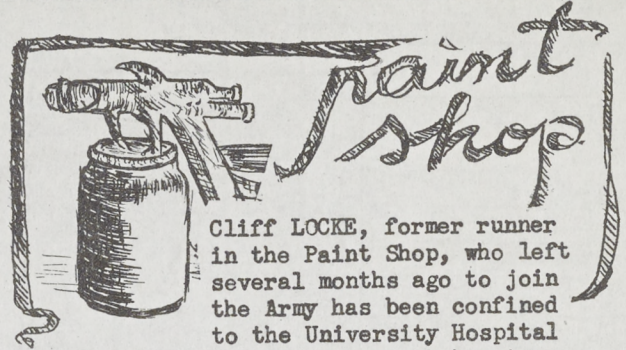
SUFFERING a case of 'doc' pulled my tooth--Thelma BROYLES is slowly recuperating. Oh, the joy to hear her singin again--but definitely everyone is happy now.

FAIR-HAIRED, Virginia CONNAUTON sitting on a stool with a dejected look on her face. The problem of accessories no doubt -- or could it be something else. We suggest entering a bit of trig. or geometry, it might ease the situation.

Ruby LAWSON, veteran of #4 Stores, is now settled in Vancouver. In a letter received here indications are that she may work with the Boeing Aircraft Co. -- the way to work, Ruby - keep 'em flying!!

in Dept. 43. She is looking well and is very happy about her new job. We all wish her luck and success in her chosen work.

A letter was received from Mrs. Jack WILEY, the former Millie HENSHALL. She is living in Quebec and sends her best wishes to all her former workers. She is trying to learn French so that she can get around Quebec easily and not get lost.



Cliff LOCKE, former runner in the Paint Shop, who left several months ago to join the Army has been confined to the University Hospital

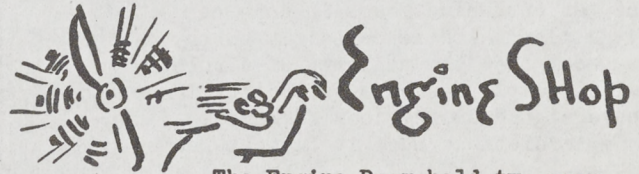
for two months or more with a weak heart. He has been discharged from the Army and is now home. We expect to have him back with us when he has recovered.

SAM ROBINSON who left to join the Navy has also been in Hospital with a weak heart.

ALF WOLFE and RON MILLER visited both these boys and took them treats from the Paint Shop Gang. We also hear that several of the girls were up to see the lads.

REORGANIZATION in the Paint Shop has put Hank RICH in as Superintendent with Ken Wight, Day Foreman and Ted Stimson, Night Foreman.

PETE HIGGINS has returned from a week's holiday at Seba with a real fish story of having caught one hundred and eleven (111) fish. You've got to show us, Pete!!



The Engine Room held two very successful Weiner Roasts within the last two months. Everyone had a grand time and judging from all accounts the outings were the right thing to take our minds away from the war for such a short time. It is understood that several more such outings are in the offing sometime before the winter sets in again.

THE Dismantling and Cleaning Department of the Engine Room has had a big influx of new employees in the last little while, so much so that it is hard to remember who is who. Speaking of Cleaning Room, they are doing a grand job to help keep up the quota of engines going onto the Assembly Line.

MORRIS MURRAY who was formerly Runner for Dept. 43 is now busy dismantling engines and from all reports he is doing a good job and liking it too. Good boy, Morris!!

WE had a visitor from the W.R.C.N.S. in the person of Louise CHESHIRE, a former Inspector



FOR THOSE USING THE TELEPHONE

1. If you don't get an answer immediately after picking up the receiver, please DON'T BANG THE HOOK. We'll answer just as soon as we can.

2. Each department is supplied with a telephone directory so please look up your own numbers. This will save us both time.

3. Don't ask for personal calls unless they are absolutely urgent. We have to keep the lines open for business calls.

4. If you ask for a certain party that has to be called to the telephone, please leave word with the operator or the party that answers, who is calling so that we may call you back.

5. If you are expecting a call and have to leave your department, please advise the operator where you can be reached in case your call comes in while you are away.

6. Please be brief. Others are waiting.



CARE OF THE HANDS

THE type and amount of protection for the hands varies according to the work and weather conditions.

IN one department where Varsol is used for cleaning, both gloves and a protective cream such as "Ply" or "Fend E" is used. This "Fend E" or "Ply" should be rubbed on before starting work. There is little use putting these protective creams on top of Varsol. If Varsol is on the hands it should be washed off first with soap and water before the application of "Fend E" or "Ply".

THE First Aid have reported satisfactory results in treating Varsol burns with "Ozonol".

Protective creams are also used on the hands in the Dope Shop and Paint Shop before starting work.

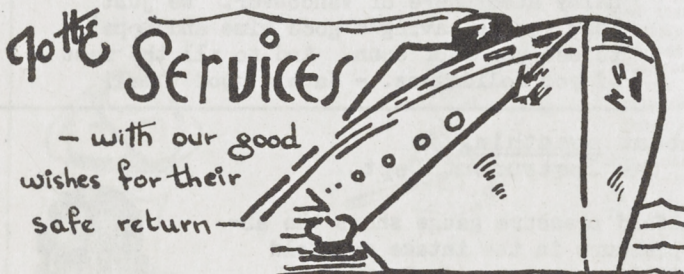
The use of "Thinners" or "Acetone" for cleaning hands should be avoided. To use Thinners for cleaning hands would eventually result in a form of Dermatitis or skin disease which is difficult to cure.

AS the weather becomes colder, some work may require gloves or mitts. Numb or cold hands should always be warmed and circulation restored before starting work.

IT is important to keep the finger nails correctly trimmed. The long fashionable finger nail frequently seen may be the cause of an accident, and a bright red coat of nail polish does not give much protection.

DON'T put your hands into saws when pushing material over them. Use a push stick.

MANY of the workers being hired have never worked in a Factory before. They are new to safety methods and are unaccustomed to the discipline necessary in every plant. Safe practices are unknown to them. Despite the orientation course for new workers, they frequently will not follow instructions and as a result are injured.



RCAF

Dennis A. Pearman, Repair
William L. Hone, Machine Shop
George L. Wilson, Hydraulics
Victor C. Corriveau, Machine Shop

Army

Clarence W. Owens, Receiving
Thomas M. Cranston, Repair

C.W.A.C.

Norma W. Measor, Sheet Metal

R.C.N.V.R.

Kenneth J. McEvoy, Woodwork

Merchant Navy

Edward R. Peters, Stock Control

One-third of all accidents occur in the kitchen; says a safety statistician. And they're placed on the table just as if they hadn't happened—Kitchener Record.



...about something in the Machine Shop

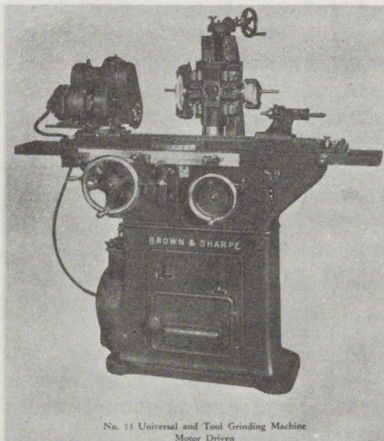
In a Plant such as Aircraft Repair Limited where accurate work is demanded and produced, there must be some medium to assure this procurement.

TO Produce circles, contours, concaves, convexes, tapers, etc. internal and external especially cutters for use on Milling Machine Work, nothing can be left to chance but must have a particular base.

FOR this purpose we use a Universal Grinder and to produce alone results must have very careful manipulation.

The Grinding Wheels used on this machine operate at speeds as high as 30,000 r.p.m. with wheels of different bond and composition to suit the different metals worked upon. This particular machine is the product of the world renowned firm Brown & Sharpe of Providence, R.I., U.S.A. and it is impossible to procure anything in machine work more accurate.

THIS Machine can be seen in operation in the Machine Shop - Dept. 45.



REMEMBER!
IDEAS HELP TO WIN
THE WAR



WELL, Well, guess who came to visit us from away down south. None other than Cpl. Reta CLARK - one of the first Fabric workers. Rita

left for Toronto on March 4, 1942 and was later sent to Claresholm where she's been promoted to the rank of corporal. Great was her surprise as she made her tour of the Plant Saturday August 26th with Mrs. B.S. Cook, to find so many alterations and new constructions. I'll bet seeing us all "Happy at our work" made her just a wee bit homesick. "It was great to have her back" and "doesn't she look swell in her uniform" were the sentiments of all -- we hope you'll come to see us again Rita.

MRS. LOYA WILSON is back and from the sound of her holiday there should be a nice lot of fruit in her lil' ol' basement. Who's game for a raid.

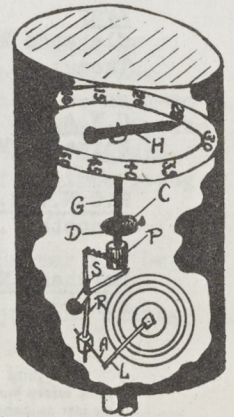
MORLEY WESTLAKE is presumably enjoying the balmy atmosphere of Vancouver. We just know you're having a good time and hope to see you back soon. And to all the rest of you holidayers. - Have a good time!!

...about something in the Instrument Dept.

THE manifold pressure gauge shows the absolute pressure in the intake manifold of an airplane engine. Read together with the tachometer it gives an accurate indication of the engine performance.

IN this particular manifold pressure gauge, the manifold pressure introduced to the inside of the airtight instrument case through a connection to the intake manifold, compresses an evacuated sensitive metal diaphragm.

THE movement of the diaphragm is transmitted by the link *L* through the adjustment arm *A* to rocking shaft *R*. Movement of sector *S* which is a part of the rocking shaft unit turns the pinion *P* on staff *G* and moves the hand *H* on the dial. The hairspring *C* also attached to the staff *G* keep all parts tight against one another. The disc *D* acts as a guard.



Connection to
intake manifold

AT THE BREAK OF DAY.



THE MORNING AFTER THE NIGHT BEFORE.



THERE'S ALWAYS ONE WHO CAN'T GET UP WHEN THE ALARM RINGS!!



SIZE HAS NO EFFECT ON APPETITE!!!



IF YOU'VE NEVER LEFT YOUR BADGE AT HOME, YOU'LL GET A SURPRISE WHEN YOU DO!!!



SOME OF 'EM COME AT 6:30 TO ARGUE OVER A HORSE SHOE GAME!!!



THEY'LL BE EATING CONES WHEN IT'S FORTY BELOW.

Aircraft Fa Won by Do

Don Richards' Painters hung a 9-6 Floyd Olson's engine Diamond park last n championship of the of the huge Aircraft departmental fastba straight games. A run in the seq the Dopesters into and a big cluster very next inning beyond the Wasps,

SPORTS

Zurch Cops Singles

Maintenance Dept. Takes A.R.L. Horse Shoe Tourney

artment to top ent to be staged gles title from r, George Paul quad, garnered

Vern Mohs Is Leading Golfer In Aircraft Repair Tourney

Vern Mohs, who cal wallop when he has a hands, turned in one rounds of the local 19 Sunday in copping the craft Repair employees' of the year.

Mohs, playing over course, Municipal, ne strokes from first tee and finished with a net four handicap rating, enough to lead Highl Martell and Alex. Cun the second slot, by a c stroke margin. Martell three for 70, while had 90-20 for a simial card included an eagl the 310-yard sixth. His

Par out	445 444
Mohs out	445 442
Par in	453 544
Mohs in	443 543

Other results of those who finished in the fir Bob Anderson 71, J. M L. Engelstead 71, F. Villi Daly 72, J. McClean Yanew 72.

Other awards were a Highest score—Bud C Hidden hole first ni Diack.

Hidden hole second Williams.

Best dressed golfer—lingsworth.

Low score (ladies)—Mi man.

It was a highly success and much enjoyed by the workers from the b plant.

1st Round—Kushner-J Campbell-Thompson 51; drack 51; Robertson-McRoi mitt-Roland 29; Dunkin-L A. Zurch-Bremner 50; Inn 49; J. Anderson-L. H. Bladon Gibson 48; Paul-F. Zurch 51; Orr 42; Rogers-Calvert 52; sen 31; Watson-Olsen 40; Du iams 53.

2nd Round—Campbell-Th Murray-Orndrack 50; Dunki 52; Anderson-Bladon 37; Bremner 52; Durling-William F. Zurch 29; Rogers-Calvert 3rd Round — Murray-O

Nice going, gang!

To our Hornets...you made the playoffs this year; next year let's win the title ..or at least let's get into the finals ..Al and the boys tried their best.

To our Men's Fastball team...a Northern Alberta championship is good enough for a start, particularly when you lose the next round to the Western Canada contend-ers...Stu deserves a vote of thanks.

To our Girls' Fastball team...for a first year club you did well enough...next year's plans should put us on top...Ron, Ken, Stu, not forgetting Paul and Monty, are due appreciation.

To our 1st Annual and Replay Golf Tourna-ments...plaudits to Johnny and Vern for some excellent planning...next season should be par.

To our 1st Annual Horse Shoe Tournament ...thanks to Bill and Howard...enthusiasm this year should spell greater success next.

And...to our Interdepartmental Fastball League...particularly to all you 28 team managers,umpires,scorers...you've provided us with means for a lot of fun this summer.

To all of you good sports, ballplayers ans all, congratulations on a big season. May we continue our teamwork through to our jobs,as you are already so well showing. Next year, then, will be our big year... VICTORY YEAR...on our production as well as our sport front.

W. N. Brintnell
W. N. BRINTNELL

AIRCRAFT REPAIR LIMITED

EDMONTON, ALBERTA

STATEMENT OF WAGES AND DEDUCTIONS FOR PAY PERIOD ENDING

				SHIFT		DEPT.		EMPLOYEE NO.	
				UNEMPLOYMENT INSUR.		W. C. B.		CHEQUE AMOUNT	
TOTAL HOURS	C. OF L. BONUS	GROSS PAY	N°						



by **SAVING**
CERTIFICATES

Where IT Goes

Paymaster White explains

WHERE

The Man Behind the Smile

I don't know how he is on creeds,
I never heard him say;
But he's got a smile that fits his
face
And he wears it every day.

If things go wrong he won't complain—

Just tries to see the joke;
He's always finding little ways
Of helping other folk.

He sees the good in everyone,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.

No matter if the sky is grey,
You get his point of view,
And the clouds begin to scatter
And the sun comes breaking
through.

You'll know him if you meet him,
And you'll find it worth your
while
To cultivate the friendship of
The Man Behind the Smile.

—Author Unknown.

Unemployment Insurance is a plan adopted by the Dominion Government to ensure working men and women a weekly benefit for a certain period, if they become unemployed through no fault of their own.

Persons paid an hourly rate, daily rate, weekly rate or piece rate, are insured, regardless of the amount of their remuneration. For example, a person paid an hourly rate plus a production bonus is insured, irrespective of his earnings, and a person paid a weekly salary without commission, is likewise insurable without regard to the total of his earnings.

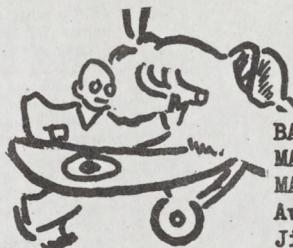
Persons paid on any other basis, e.g., a semi-monthly rate, monthly rate, yearly rate, monthly salary plus commission, or commission only, are insured unless their remuneration exceeds \$ 2,400 a year.

The Cost of Living Bonus is considered part of earnings for purposes of the ceiling, and therefore a man paid a monthly rate, whose earnings are more than \$ 2,400, including a Cost of Living Bonus, is excepted.

TABLE OF WEEKLY CONTRIBUTIONS AND BENEFIT

Class	Earnings in a Week	Weekly rate of Contributions		Value of Stamp	Weekly Benefit (if in same Class for 2 years)	
		Em- ployee	Em- ployer		Single Person	Person with One or More Dependents
0	Less than 90¢ daily (or under 16 years of age).....**	9¢	18¢	27¢	*	*
1	\$5.40 to \$7.49.....	12¢	21¢	33¢	\$4.08	\$4.80
2	\$7.50 to \$9.59.....	15¢	25¢	40¢	\$5.10	\$6.00
3	\$9.60 to \$11.99.....	18¢	25¢	43¢	\$6.12	\$7.20
4	\$12.00 to \$14.99.....	21¢	25¢	46¢	\$7.14	\$8.40
5	\$15.00 to \$19.99.....	24¢	27¢	51¢	\$8.16	\$9.60
6	\$20.00 to \$25.99.....	30¢	27¢	57¢	\$10.20	\$12.00
7	\$26.00 & up	36¢	27¢	63¢	\$12.24	\$14.40

THE UNEMPLOYMENT INSURANCE ACT AFFECTS YOU, AND A BOOKLET ANSWERING MOST OF THE QUESTIONS IN WHICH YOU WILL BE INTERESTED, MAY BE OBTAINED FROM THE PAY OFFICE THROUGH YOUR DEPARTMENT TIMEKEEPER.

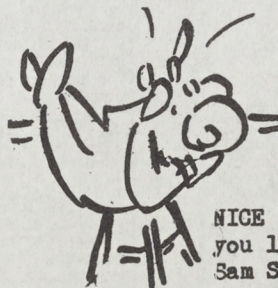


SERVICE HANGAR

BACK from holidays are Tryg.
MASSING, Gordie SHEAN, Fred
MAYGARD and Eric BLADON.
Away on holidays at present is
Jim BRYANT.

Some more of Dept. 58 boys are out on field crews
Tryg. Massing, Johnny Simmons, Gordon Berg
and Joe Holosko.

THE increase in production keep us as busy as beavers but with such men as Superintendent Barney JONES, Foreman, Howard YANCEY and Sandy SANDS - Charge Hands, Ken GOULD and Grad DAVIES - Lead Hands, Frank LARMOUR, Bud FOUND, Milton BURTON, Eric BLADON, Jim BRYANT, Charles RICH, Tryg. MASSING, and Ken HATHERLY at the helm, things are always well under control "Send us the aircraft and we will finish them" is the battle cry of Dept. 58.



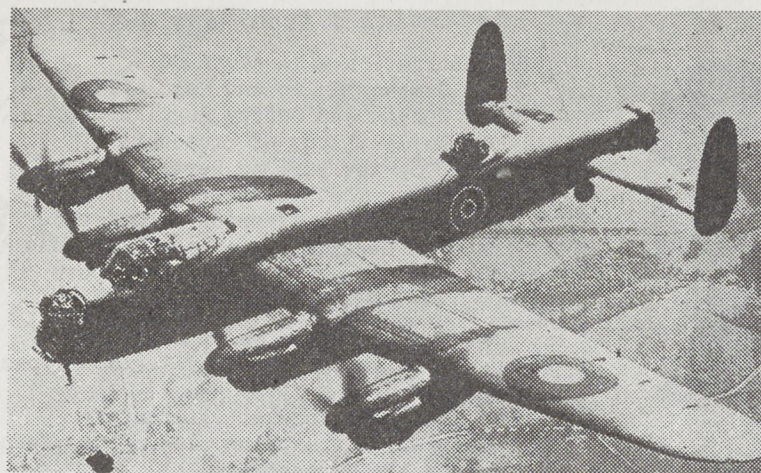
Sheet Metal.

HELLO to all the new
employees in SHEET METAL:-

NICE going, Carl and Al. We all wish you luck on your new jobs. Looks like Sam SHUTTLEWORTH should get a hand also.

HATS OFF to Norma MEASOR #711 who has joined the C.W.A.C'S. Our ball team misses the best scorekeeper we ever had. In fact we all miss Norma.

Jack PAGE says he just can't wait till he can get his hands on more of those big skis - he loves them.



Aerial spearhead of the air armada against Nazi Germany is the Avro Lancaster four-motored heavy bomber. One of the largest airplanes in the world, this 5,000 horse power armoury of the air has all the desirable features of a bombing-fighting machine, and then some extensive fire power, a tremendous bomb load, speed, and for its giant size, manoeuvrability on a par with far smaller planes. In the process of manufacture in Canada at Victory Aircraft Limited, Malton, Ont., the leviathan will soon be zooming through the skies in legion.

A short biography of the 30-ton British Avro Lancaster starts Dec. 17, 1942 with its conception in 1936 when the English firm received a note from the British Air Ministry, requesting designs, specifications and prices for a new bomber. Similar notes were sent to other aircraft manufacturers. The designs and specifications asked for were far ahead of what had been done up to that time. The British Air Ministry's intuition of "the shape of things to come" proved to be uncanny. The advanced design of the airplane has proved to be a salient factor in the blasting of Nazi cities today. The Lancaster that was recently flown from England to Canada, will be the working model for Canadian craftsmen to guide them in their feverish activity in producing the big bombers.

Tribute to Workers

It can be safely considered that Canadian workmen and the Canadian aircraft industry have won their spurs by the very fact that the manufacture of this plane is being entrusted to them. Prior to this aircraft, there was the Bolingbroke, a twin engined reconnaissance bomber made in Canada by Fairchild Aircraft in Montreal the famed Hawker Hurricane manufactured by the Canadian Car and Foundry at Fort William and the twin engined Hampden bomber manufactured by Canadian Associated Aircraft Ltd. These three British planes demonstrated the faith that the English had in Canadian ingenuity and work. The Lancaster contract is the vindication of that faith.

There is in some quarters, an impression that the Lancaster is a re-designed Manchester—the twin engined bomber created by A. V. Roe and Son. Certain structural designs of the Manchester have been incorporated in the making of the Lancaster, but there the similarity ends.

A brief idea of the size of the Lancaster can be gained from the following specifications: Length overall, 69 feet, 6 inches; wing span, 102 feet; height, (tail up) 20 feet, 6 inches; wheel track, 23 feet, 9 inches; total wing area, 1,300 square feet. It carries a crew of six; Captain, second pilot, air observer (navigator bomb aimer)

two wireless air gunners, and an air gunner.

Making the reception of Messerschmidts and Heinkels a warm one are: Two Browning .303 machine guns in nose turret; two Brownings in dorsal turret; two more in the ventral turret (in the belly of the plane, just aft of the trailing edge of the wing) and four Browning machine guns of the same caliber in the tail turret. All turrets are hydraulically operated.

Single Controls

A novel feature of the Lancaster is that there are no dual controls. It has been found that pilots changing position can do so with such rapidity that the installation of dual controls would be superfluous. This too has contributed to a saving in space and weight.

Another feature found in the Lancaster is the mounting of the four Rolls-Royce Merlin XX engines. These 1,175 horse-power motors are under slung on the wings; engine bearers being attached to the wing and not actually built into the wing structure as is the usual custom of design. An American plane, the Martin "Marauder" follows this design with under-slung radial engines. An advantage of attaching engines as in the Lancaster, is that, if so desired, other power plants can be installed with a minimum of difficulty. Another aerodynamic advantage of this system of engine installation is claimed by Roy Chadwick, chief designer for the Lan-

Voices

Use Your Head.—You don't have to climb a tree to measure its height, any more than you have to swim a river to tell how wide it is. A normal human head weighs six or seven pounds, and that's quite a weight to carry around all your life, if you never use it for anything.—The Prairie Gardener, on CBC, July 18.

* * *

Noah's Mistake.—If Noah had only swatted those two flies when he had them in the ark, it would have saved us a lot of grief.—R. D. Colquette, on CBC, July 18.

* * *

The Most Interesting Subject.—The great thing about nursing is that you are working with people—human beings, the most interesting subject in all the world.—Rae Chittick, on CBC, July 14.

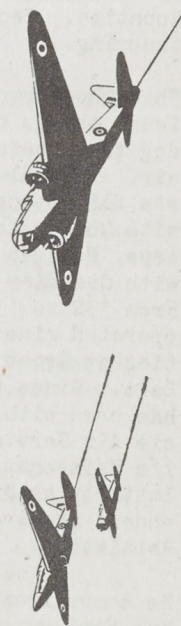
From birth to age 18, a girl needs good parents. From 18 to 35, she needs good looks. From 35 to 55, a woman needs personality. And from 55 on, the old lady needs cash!

—Kathleen Norris.

caster. Aeronautical engineers maintain that the airscrew, in line with the leading edge of the wing, offers the least drag. Mr. Chadwick agrees with this for top speeds, but he points out that in climbing, where the angle of incidence is changed, there occurs an earlier break-away in the wake of such obstruction that tends to increase the drag even to an ultimate stalling point. The Lancaster is easily distinguishable by these engine mountings; uncommon to most nacelle mountings, on the Lancaster they barely extend over the air foil.

Big Fuel Load

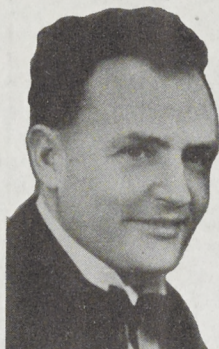
For those that have a gasoline rating of "AA" it should prove interesting to learn the fuel capacity of the Lancaster's six gasoline tanks. A total of 2,154 gallons of fuel is carried. This gasoline ultimately drives the giant of the skyways through the air at around 300 miles an hour. It is the fastest heavy bomber in the world and one of the most effective. It is claimed to have the longest range of any similar type now in production. Its armament deals with enemy interceptors and even fighters with despatch. It carries a bomb load equal to three or four Wellingtons and in fact is one of the few planes capable of bearing the new R. A. F's 8,000 pound bombs, the big brothers of the "block busters".



"MADE IN CANADA"
PLANES
That Wage War In the Skies

Introducing..

J.J. Bowen
J. J. BOWEN



Don't get worried...the above signature isn't at the bottom of "an order to the floor" this time. Instead it is an introduction to the owner of that "John Henry"...Jack J. BOWEN, Plant Superintendent...erst-while flight engineer, mining operator, aircraft maintenance supervisor, fur trader, trapper, mailman via dog team, etc. Generally, a very versatile gentleman.

Born in Neepawa, Man., how many years ago, Jack attended Highlands, Alex Taylor, and the old Edmonton Tech, which our own new "schoolmaster" M.J. HILTON formerly principalled. From 1921 to 1929 he was engaged in the fur trade business, and for several years drove dogs for the Mounties. Two seasons during that period he spent trapping.

When the airplane invaded the North, two other significant things happened. Jack drove the last mail with dog teams before letters took to air; then he took to air. To 1931 he was flight engineer with Commercial Airways, for one year with Canadian Airways. From '32 to '34 he operated mine properties at Great Bear Lake. Since then he has been with Mackenzie Air Service as i/c Maintenance, and latterly as Superintendent of Aircraft Repair.

He comes from a famous family...if you've noticed the papers lately...one brother, FO. Bob BOWEN, has the D.F.C. for three years as a fighter pilot. All told there are five sons and three daughters...children of Mrs. J.W. BOWEN, 10748 - 126 St...and she's mighty pleased with them.

Jack is married, has three sons, two of them twins.

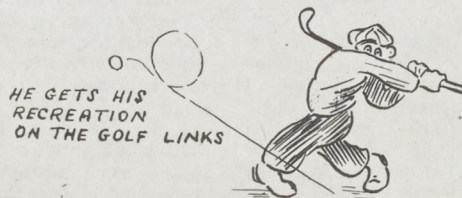
AS COWAN - SEES 'EM



R.R. ANDERSON
PURCHASING AGENT



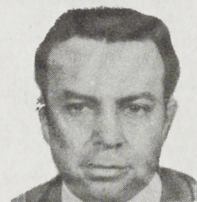
BOB USED TO PARTICIPATE IN PRACTICALLY ALL SPORTS



HE GETS HIS RECREATION ON THE GOLF LINKS



KEENLY INTERESTED IN BASEBALL AND ACTIVE IN AN EXECUTIVE CAPACITY



•Continued from Page One

THE instruction will comprise.

1. Company Rules and Regulations.
2. Health and Safety Regulations.
3. Explanations of Procedure required by the various Depts. of the Plant, e.g. The Timekeeping Dept., The Stores Dept., The Planning Dept., etc.
4. The Departments of the Plant and their functions. Observational Tours through the various Departments.

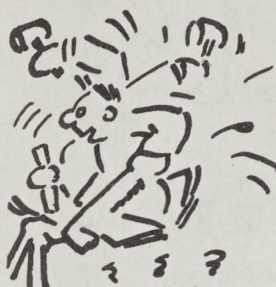
5. The Aeroplane and its parts. Aeronautical definitions and Terms. Types of Aeroplanes.

6. The Aero Engine. Elementary introduction to the principles of the Aero Engine and its accessories.

7. Aircraft materials and processes.
8. Related Mathematics and Sciences.
9. Blue Print Reading.
10. Introduction to the Theory of Flight.

11. Preliminary Shop instruction in the proper use and care of basic tools of the industry.

FOR the future it is the intention of the Plant Management Committee to provide Special Upgrading classes for employees who wish to improve their positions.



Woodworking

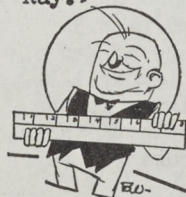
GOBS of fun was had recently when a party was held downtown for Vera VANSTONE who is leaving us to join the R.C.A.F.(W.D.). Vera was presented with a writing case and fountain pen-pencil set, gift of her many friends in Woodwork Dept., who by the way, are certainly going to miss her. We wish you the very best of luck, Vera, and remember you have our addresses in that little book of yours. Use them!!

ONE of our favorite Scotsmen is leaving us. He is Hector RAMSAY who left us Sept. 17 to take up residence in New Westminster, B.C. Before leaving "Hec" was presented with a Masonic ring, a figt from the "Woodbutchers" Good luck, Hec!!

YOUR editor, upon making a tour of the Department noticed a few oddities: Helen SLUPSKY is still missing from our ranks following an operation for appendicitis.. Hurry back, Helen!!

Gordon CANNAM and Clent JOHNSON returned from field crew only long enough to say hello to their friends. Then they left again. However, they have gone on a much deserved holiday. Four months is a long time to be away on field crew, eh, boys!! By the way, Gordon brought back a wife with him. Congratulations, Gordon, we hope you'll both be happy.

Ray TUCKER has left us to join the R.C.A.F. Ray was formerly in Dept. 47 and then was transferred to Dept. 71. Ray's gift from fellow employees was a fountain pen and R.C.A.F. picture holder. Keep 'em flying, Ray!!

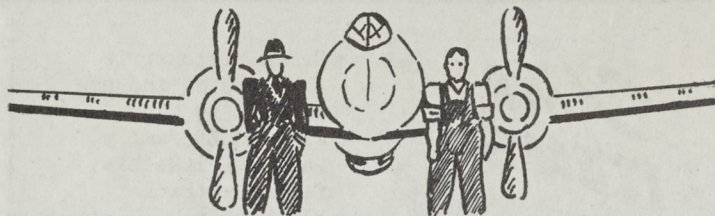


THE PLANNING, Production, & Engineering Departments Corn Roast held at Victoria Park on Friday, September 17th, turned out as well as the last

we had - or did it? See Bob CAMPBELL for details.

BOB MOORE, a member of our Engineering staff is leaving on September 16th to continue his course at U.B.C. We are sorry to see you go, Bob!!

----AND then there's the one about the guy who made enough on horse-shoe pitching to buy himself a new car-- we only hope it isn't the same colour as the last one.



JOINT PRODUCTION COMMITTEE

HERE ARE MORE WINNERS.....
.....JOINT PRODUCTION PLAN

\$10 War Saving Certificate to A. McTAGGART, Engine Shop for suggesting an apparatus for removing broken studs that have had a drill or "easy-out" broken off in same or a stud that an "easy-out" failed to remove.

\$5 War Saving Certificate to W.A. QUICK Machine Shop for a plan to improve operation of the Machine Shop.

\$4. Cash to Peter HIGGINS, Dope Room for pointing out that Plant Signal System should be extended to Dope Room.

\$2. Cash to S. HEARSEY, Machine Shop for plans for a jig for finishing bush and drilling radius.

\$2. Cash to Gordon L. SHEAN, Servicing for suggesting that batteries be removed at once from any aircraft on arrival. The suggestion served to notify the Management of neglect in a practice that was supposed to have been in effect.

NOTE: Awards made under the Joint Production Committee Suggestion Plan are now available in either cash or war savings.

Members of the Employee's Production Committee include Joan WATERS of Stores; Ray PREUS, Welding; J. WARD, Woodworking; Mrs. BOON, Fabric; Bert BERRY, Cleaning; Jerry GALAVAN, Electrical and Instruments; Slim CONOLY, Sheet Metal; Tom LAVERY, Hydraulics; Dan O'SULLIVAN, Machine Shop. R. MILLER, Dope Room; Eddie GRAF Engine Shop; Bill RITSON, Assembly Floor; G. SIMPSON, Inspection.

NOTE: Please do NOT detach stubs before putting suggestions in Suggestion Boxes.

TRAFFIC COP: "Use your noodle, lady! Use your noodle!!"

LADY: "My goodness, where is it? I've pushed and pulled everything in the car!!"

Stork ITEMS



• Brian Fletcher is the name of the new arrival to the J.J. BOWEN family. He looks like his father - thick black hair.

- Our congratulations to Chuck Robinson who announced the birth of a 6 lb. son Sept. 1st, "Allan Keith". Blue-eyed, hair undetermined as yet. Chuck says he looks like his old man already, poor lad!!
- an addition - a 7 pound baby girl born on July 28th to Mr. & Mrs. J. Baril, Fabric, of 150st and 118th ave. They are naming it Jacqueline Marie Antoinette - congratulations, folks!!
- BORN to Mr. and Mrs. Alfred POTVIN (nee Grace Logan) a 7 pound baby daughter, Margaret Rose, on August 31st, 1943. (Hydraulics, Stores)
- TO Mr. and Mrs. Wilbert ORR (Sheet Metal) a daughter born August 18th, 1943. Eileen Louise.
- A SON was born to Mr. and Mrs. Douglas ARCHER, Engine Shop. We send congratulations to the proud parents. How is Daddy these days?
- HUGH MORRISON, Planning & Production, has been coming to work these mornings with those things under his eyes. That comes from pacing the floor with Bruce Duncan all night. Congratulations, Hugh.

LOST AND FOUND DEP'T

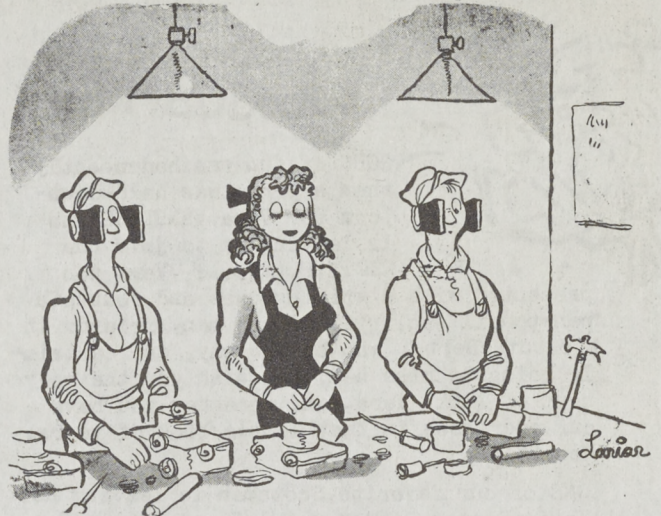
Following is a list of tools found in the Plant-- 1216, 573, 586, V, 3077, M, 175, N, F.R., 1925, F.J., 1672, W.B., T.L., F.F., 266, D.H., 341, 993, H., 2550, E.M., 2653, 3217, 513, 1627, 319, 834, 1438, 2904, 1954, W., 1892, 1986, 1273, 1879, 1610, 1664, 1573, 2292, 2712.

THERE are also a number of unmarked tools awaiting claimants at the Security Office.

Employees receiving Postponements of Military Training are requested, for record purposes, to notify Mr. J. A. MACDOUGALL immediately, giving date of notice and expiration of Postponement.

Vic YEOMANS, Plywood Stores, was married on August 15th to Dorothy MEW at All Saints Church, Edmonton. The reception was held at the Royal George.

Viola JOWETT of #1 Stores to Stocker Don GREENWAY, R.C.N.V.R. at Scona Baptist Church Edmonton. They spent their honeymoon in Banff and Calgary.



Social Corner

ENGAGED

Mr. Henry HANNON of Dept. 45 to Miss Kay MURRAY.

JOAN CLARK insists that it's "Superman", but we know it is Ian Hamilton she is engaged to-- the lucky wolf.

Alice BLANCHARD of #1 Stores to A.B. Cliff CUTHBERSTON R.C.N.V.R.



Muriel JACKSON of #2 Stores to Pte. Neil Shave R.C.O.C. at Metropolitan Church, EDMONTON.

DAN Cupid has finally found the mark. Wedding bells pealed when Kay GRAY #4 Stores and A.G. Ken McCORMACK R.C.A.F. of Edmonton were married in a quiet wedding ceremony. The groom has left for Halifax. Congratulations -- and the best of everything.

OF interest to both Dept. 47 and Dept. 32 (Plywood Stores) is the marriage of Kay SVEKLA to George BADUIK on September 12th. We wish you both all the happiness in the world. Kay and George wish to thank their friends for the lovely gift presented to them.

ANOTHER member of 47's fair sex has gone and "doo'd it" It's Maude DELL who recently said "Yes" to L.A.C. Lincoln Evans of the R.C.A.F. Oct. 23 is the big day for Maude and Lincoln - Here's wishing you both the very best of luck.

Congratulations also go to: Norah Plumley now Mrs. Jack Hook - Betty Norlander now Mrs. D. Collingwood. We wish you girls the very best of everything.



The PRESIDENT SAYS...

Again we break records!!

That's right, August was another big production month for us...10 $\frac{3}{4}$ % increase in aircraft and 3% increase in engines over July. You'll remember July as our previous "high" so you can see that we are really pushing out the planes and engines.

According to present records it now appears likely that our September quota will be reached.

Which means that we will again be ahead of the records.

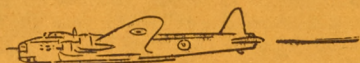
And it is good that it should be so, for each additional aircraft we can get out means that VICTORY is brought just that much closer.

We all know that the days ahead on the fighting front will be critical ones. Let us each resolve that the days ahead on the production front will be bright ones.

From runner up to foreman, then, let us each go after that production quota.

We have our job to do...let's do it.

W. A. Brintnell



Invasion of Europe.

DEPARTMENT OF LABOUR NATIONAL SELECTIVE SERVICE

NOTICE TO EMPLOYEES OF AIRCRAFT REPAIR LIMITED

YOUR WORK IN THIS PLANT IS ESSENTIAL TO WIN THE WAR!!!

1. We have been advised by the Dominion Government that by reason of the nature of the work being carried on this establishment has been given a high labour priority rating and has been classified as a "designated establishment."
2. Under the National Selective Service Civilian Regulations, the employer of employees of a "designated establishment" may not service notice of separation on any employee without the permission in writing of a Selective Service Officer, and, correspondingly, no employee of such an establishment may give notice of separation to his employer without the permission in writing of a Selective Service Officer.
3. Any further information you may wish in this regard can be obtained from your foreman, your employer, any official of your trade union or the Employment and Selective Service Office at Weber Building, Edmonton.

FOR YOUR OWN SAKE AND THE SAKE OF YOUR FAMILY & FRIENDS

HELP TO BEAT HITLER

BY REGULAR ATTENDANCE & THE BEST WORK YOU CAN DO!!!

Humphrey Mitchell
MINISTER OF LABOUR

A. MacNamara
DIRECTOR OF NATIONAL
SELECTIVE SERVICE.



GET READY TO BUY

The
FIFTH VICTORY LOAN BONDS

Watch

For the details
of
**OUR
CAMPAIGN**

- ◆ Bigger Objectives
- ◆ Bigger Results



FUTURE PROSPECTS BRIGHT

THIS YEAR we are on the attack. But — attack takes more of everything! More of you men and women who are doing such a magnificent job in the ranks of labour must lend more dollars to make our Victory sure.

Plan now to invest more in War Savings. Put your dollars to work, at good interest, in the safest security Canada offers. The money you lend now will be repaid in full, and is your guarantee of a safe and certain Future.

Remember!

'WE'RE ALL BEHIND THE BOYS BEHIND THE BOMBS'